

(ESTABLISHED 1881.)

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Intimations

COALS.

THE MITSUI BÜSSAN KAISHA
(MITSUI & Co.)

HEAD OFFICE:—1, SURUGA-CHO, TOKYO.
LONDON BRANCH:—34, LIME STREET, E.C.
HONGKONG BRANCH:—PRINCE'S BUILDINGS, ICE HOUSE STREET.

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Telegraphic Address: "MITSUI" (A.B.O. and A.I. Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

DIRECTORS of the Fumetsu Kaisha, Tanabe, Yamano and Ida Coal Mines, and

SOLE AGENTS for Fujinotana, Hokoku, Hondo, Ichimura, Kanada, Mameda, Mannoura, Onoura, Otsuji, Sasahara, Tsubakuro, Yashinotani, Yoshio, Yunkokibara and other Coals.
S. TANAKA, Manager, Hongkong.

THE CITY OF PARIS

THE CITY OF PARIS,
1, BEDDAR STREET.

(OPPOSITE THE HONGKONG HOTEL),
MADAME FLINT, Manageress.

SPECIAL LOW PRICES
FOR
AUTUMN COSTUMES.

SEE DESIGNS IN OUR WINDOWS.
Hongkong: 11th September, 1906

SEE DESIGNS IN OUR WINDOWS.
Hongkong, 11th September, 1906

D. NOMA, TATTOOER,
60, QUEEN'S ROAD CENTRAL.

THE Public are informed that my Parlours are open from 9 A.M. all day. My 32 years' experience in TATTOOING is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained

1. **perience in TATTOOING** is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. R. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3,760 Recommendations which I have received from all sources.

Hongkong, 16th November, 1904

55

COLD STORAGE.
THE HONGKONG ICE COMPANY,
 LTD., have now 40,000 Cubic feet of
COLD STORAGE available at **EAST POINT.**
 Stores will be Open at 10 A.M. and 4 P.M.

COLD STORAGE available at **EAST POINT**.
Stores will be Open at 10 A.M. and 4 P.M.
daily, Sunday excepted, to receive and deliver
perishable goods.

WM. PARLANE,
Manager.

Hong-kong, 22nd June, 1906. 171

Hong-kong, 22nd June, 1906.	171	FISH PASTE FOR SANDWICH. PUREE OF FOIE GRAS Do.
NIKKO CO.		AND
WHOLESALE AND RETAIL DEALERS, in all kinds of		Other Picnic size tins of PRESERVES, FRENCH BISCUITS,
JAPANESE FINE ART CURIOS, TEA SETS, AND SATSUMA WARE.		HUNTLY & PALMER'S BISCUITS and CANDIES.

JAPANESE FINE ART CURIOS, TEA
SETS, and SATSUMA WARE.
At Moderate Prices.
Orders Promptly Executed.
No. 5, ARSENAL STREET.

o. 5, ARSENAL STREET.
Hongkong.
Hongkong, 28th April, 1906. [510] GIUMAN SAUSAGES, ASPARAGUS, and other
VEGETABLES.
Hongkong, 21st July, 1906. [11]

Hotels.

HONGKONG HOTEL

HONGKONG HOTEL
FIRST CLASS AND UP-TO-DATE.
Military Band during dinner on Saturday Nights.
Hongkong, 15th March, 1906. **H. HAYNES,**
Manager. [25]

HOTEL CRAIGIEBURN

PIONKENT'S GAP, the PEAK, near the TRAM TERMINUS, Tel. '66.
For Terms, &c., apply to the
MANAGER

PLUNKET'S GAP, the PEAK, near the TRAM TERMINUS, Tel. 66.
For Terms, &c., apply to the
MANAGER.
Hongkong, 2nd July, 1900. [31]

VICTORIA HOTEL MACAO HOTEL

VICTORIA HOTEL, **MACAO HOTEL,**
SHAMEEN, CANTON, *MACAO, CHINA,*
ON THE BRITISH CONCESSION. IN THE CENTRE OF THE PRAIA GRANDE

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

BOTH HOTELS UNDER EXPERIENCED EUROPEAN MANAGEMENT

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND TOURISTS.

EVERY COMFORT AND CONVENIENCE FOR RESIDENTS AND
TOURISTS.

20] Wm. FARMER, Proprietor.

OCCIDENTAL KING EDWARD

201	Wm. FARMER, Proprietor.
OCCIDENTAL HOTEL.	KING EDWARD HOTEL.

<p>HOTEL.</p> <p>EXCELLENT CUISINE.</p>	<p>HOTEL.</p> <p>A HIGH-CLASS PRIVATE HOTEL.</p> <p>LADIES' AFTERNOON TEA-ROOMS.</p>
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EXCELLENT CUISINE.

MODERATE PRICES.

ELECTRIC FANS.

A HIGH-CLASS PRIVATE HOTEL.

LADIES' AFTERNOON TEA-ROOMS.

PRIVATE BAR and BILLIARD-ROOMS.

HOT and COLD WATER throughout.

ELECTRICALLY LIGHTED. ELECTRIC FAN.

MODERATE PRICES.
ELECTRIC FANS
TO ORDER IN
EVERY ROOM.
PRIVATE BAR, and Billiard-Rooms.
HOT and COLD WATER throughout.
ELECTRICALLY LIGHTED. ELECTRIC FAN
(if required).
ELECTRIC PASSENGER ELEVATOR to each

TO ORDER IN
EVERY ROOM.
—
EUROPEAN MANAGEMENT.

(if required),
ELECTRIC PASSENGER ELEVATOR to each
floor.
TABLE D'HOTE at separate tables.
For Terms, &c., apply to the—

EUROPEAN MANAGEMENT.

ELGIN ROAD, KOWLOON.

Hongkong, 19th May, 1904. [18

TABLE D'HOË at separate tables.

For Terms, &c., apply to the—

MANAGER.

Hongkong, 4th December, 1905. [19

ELGIN ROAD, KOWLOON. MANAGER.
Hongkong, 19th May, 1904. [18] Hongkong, 4th December, 1905. [39]

Shipping—Steamers.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

HONGKONG-CANTON LINE.

S.S. "PO WAN" 2,338 tons Captain W. A. Valentine.
 "FATSHAN" 2,360 " " R. D. Thomas.
 "HANKOW" 3,073 " " C. V. Lloyd.
 "KINSHAN" 1,995 " " J. J. Lossius.

Departures from HONGKONG to CANTON daily at 8 A.M. (Sunday excepted), 9 P.M. (Saturday excepted).
 Departures from CANTON to HONGKONG daily at 8 A.M. and 5 P.M. (Sunday excepted).
 These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. HONGKONG-MACAO LINE.

S.S. "HONAM" 1,363 tons Captain H. D. Jones.
 Departures from Hongkong to Macao on week days at 2 P.M.
 Sunday Special Excursions leaving Hongkong at 9.30 A.M., and a second departure about 7 P.M.
 Departures from Macao to Hongkong on week days at 7.30 A.M. On Saturdays a Second Departure about 7.30 P.M. On Sundays at 3 P.M. (See Special Express).

CANTON-MACAO LINE.

S.S. "LUNGSHAN" 219 tons Captain T. Hamlin.
 Service temporarily suspended.

JOINT SERVICE OF THE H.K. C. AND MACAO STEAMBOAT CO., LTD. THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

CANTON-WUCHOW LINE.

S.S. "SAINAM" 588 tons Captain J. Wilcox.
 "NANNING" 569 " " C. Butchart.

One of the above steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 A.M. and the other leaves Wuchow for Canton on the same days at 8.30 A.M. Round trip take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—
 HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.,
 Hotel Mansions, (First Floor) opposite the Hongkong Hotel,
 Or of BUTTERFIELD & SWIRE,
 Agents, CHINA NAVIGATION CO., LTD.
 Hongkong, 13th October, 1906.

JAVA-CHINA-JAPAN LINE.
REGULAR THREE-WEEKLY SERVICE
BETWEEN
JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIBODAS	JAVA	First half October	JAPAN VIA SHANGHAI	Second half October
TJILIWONG	JAPAN	First half November	JAVA P. RTS	First half November
TJIMARI	JAVA	First half November	JAPAN VIA SHANGHAI	Second half November
TJILATJAP	JAPAN	Second half November	JAVA PORTS	Second half November
TJIPANAS				

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to
 THE HEAD AGENCY
 OF THE
 JAVA-CHINA-JAPAN LINE

Telephone No. 375,
 YORK BUILDINGS, 1st Floor.
 Hongkong, 17th October, 1906.

WEST RIVER BRITISH STEAMSHIP CO.

HONGKONG-WUCHOW LINE.

S.S. "LINTAN" and S.S. "SAN-UI".
 SAILING TWICE A WEEK. THE ROUND TRIP OCCUPIES 5 1/2 DAYS.
 THE steamers sail from HONGKONG to SAMSHUI, SHUIHING, TAKING and WUCHOW. They pass through the Canton delta, and steam up about 150 miles through the gorges, and beautiful scenery of the West River.

Fare for the Round Trip \$30.
 These steamers have Excellent Saloon Accommodation, and are Lighted by Electricity. For further information, apply to—
 BUTTERFIELD & SWIRE,
 AGENTS,
 WEST RIVER BRITISH S.S. CO.
 HONGKONG.
 Hongkong, 6th October, 1906.

EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
 8, PEDDER STREET, HONGKONG.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
 Ask, or write, for Illustrated Booklet on "Defective Sight"—free.
 LONDON, CALCUTTA, SHANGHAI,
 27, John Street, Bedford Row, W.C. 59, Bentinck Street. 566, Nanking Road.
 Hongkong, 27th November, 1905.

Dentistry.

Dr. M. H. OHAUN,
 THE LATEST METHOD
 of the
 AMERICAN SYSTEM OF DENTISTRY,
 37, DES VUEX ROAD CENTRAL,
 From the University of Pennsylvania, U.S.A.
 Hongkong, 22nd July, 1905.

TSIN TING.
 LATEST METHODS OF DENTISTRY.
 STUDIO AT NO. 14, D'ARQUILLAR STREET.
 REASONABLE FEES.
 Consultation Free.
 Hongkong, 10th July, 1904.

Mails.

IMPERIAL GERMAN MAIL LINES.

NORDDEUTSCHER LLOYD, BREMEN.

EUROPEAN LINE.

STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, SUER, PORT SAID, NAPLES, GENOA,
 ANTWERP, BREMEN/HAMBURG;
 PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;

ALSO
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND
 SOUTH AMERICAN PORTS.
 Steamers will call at GIBRALTAR and SOUTHAMPTON to land Passengers
 and Luggage.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS. SAILING DATES.
 PRINZ LUDWIG WEDNESDAY, 24th October.
 PRINZESS ALICE WEDNESDAY, 7th November.
 ROON WEDNESDAY, 21st November.
 BUELOW WEDNESDAY, 5th December.
 PRINZ REGENT LUITPOLD WEDNESDAY, 19th December.
 PRINZ EITEL FRIEDRICH WEDNESDAY, 2nd January, 1907.
 SEYDLITZ WEDNESDAY, 16th January.
 PRINZ HEINRICH WEDNESDAY, 30th January.
 GNEISENAU WEDNESDAY, 13th February.
 PREUSSEN WEDNESDAY, 27th February.

ON WEDNESDAY, the 24th day of October, 1906, at Noon, the Steamship PRINZ LUDWIG, Captain F. von Binzer, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON, on MONDAY, the 22nd October, Cargo and Specie will be received on Board until 5 P.M., on TUESDAY, the 23rd October, and Parcels will be received at the Agency's Office until NOON, on TUESDAY, the 23rd October.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Cubic Feet in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and Stewardesses. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG.

	1st Class	2nd Class	3rd Class
TO NAPLES, GENOA & GIBRALTAR	\$61.0.0	\$42.0.0	\$22.0.0
Return	91.0.0	63.0.0	33.0.0
TO SOUTHAMPTON, LONDON, BREMEN and HAMBURG	65.0.0	44.0.0	24.0.0
Return	97.0.0	66.0.0	36.0.0
TO NEW YORK VIA SUER:			
VIA NAPLES, GENOA OR GIBRALTAR	64.0.0	44.0.0	26.0.0
Return	115.0.0	79.0.0	47.0.0
VIA BREMEN OR SOUTHAMPTON	68.0.0	46.0.0	27.0.0
Return	123.0.0	83.0.0	49.0.0

* In the event of the passenger leaving the Mail Steamer at Naples, Genoa or Gibraltar and travelling to Bremen or Southampton overland THE SAME RATES TO BE APPLIED AS VIA NAPLES, GENOA OR GIBRALTAR, but in this case the cost of the railway trip, etc., to be at passenger's expense.

TOUR VIA INDIA:

Passengers have the option of using a Steamer of the British India S. N. Co. from SINGAPORE to CALCUTTA instead of an Imperial Mail steamer from Singapore to Colombo. The cost of the journey from Calcutta to Colombo by rail or steamer is however not included.

Interruption of the Voyage in Egypt:

Passengers to Europe and New York are entitled to travel by the N. D. L. Mediterranean Steamers from Alexandria to Naples or Marseilles instead of using an Imperial Mail Steamer from Port Said.

JAPAN-CHINA-AUSTRALIA LINE,
VIA NEW GUINEA.

STEAM FOR MANILA, SIMPSONHAFEN, FRIEDRICH-WILHELMSHAFEN,
 BRISBANE, SYDNEY AND MELBOURNE.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to alteration.)

STEAMERS. TONS. SAILING DATES.
 SANDAKAN TUESDAY, 18th October.
 WILLEHAD TUESDAY, 13th November.
 PRINZ SIGISMUND TUESDAY, 11th December.

ON THURSDAY, the 18th day of October, 1906, at Noon, the Steamship SANDAKAN, Captain G. Wendig, with Mails, Passengers and Cargo, will leave this Port as above. The steamer has splendid accommodation and carries a Doctor and a Stewardess. Linen can be washed on board.

RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class	2nd Class	3rd Class	1st Class	2nd Class
TO MANILA	\$50.00	\$30.00	\$20.00	Return \$80.00	\$50.00
TO NEW GUINEA	\$28.00	\$18.10	\$14.00	Return \$42.00	\$27.15
TO BRISBANE	\$30.00	\$20.00	\$14.00	Return \$54.00	\$36.00
TO SYDNEY	\$33.00	\$23.00	\$15.00	Return \$59.10	\$41.10
TO MELBOURNE	\$34.10	\$24.10	\$16.00	Return \$62.50	\$44.50
TO YOKOHAMA	\$80.00	\$60.00	\$40.00	Return \$170.00	\$120.00
TO KOBE	\$95.00	\$70.00	\$50.00	Return \$170.00	\$120.00
TO YOKOHAMA & back from KOBE to HONGKONG	\$140.00	\$100.00			

THROUGH RATES OF PASSAGE MONEY FROM HONGKONG:

	1st Class
TO EUROPE VIA AUSTRALIA AND COLOMBO by Imperial Mail Steamer	\$97.0.0
TO EUROPE VIA AUSTRALIA AND AMERICA	96.0.0

From Australia to New York via Vancouver by the C. P. R. Co's steamers, or via San Francisco by the O. S. S. Co's Steamers, and from New York to Europe by the magnificent express steamers of N. D. L.

SAILINGS OUTWARDS.

EUROPEAN & AUSTRALIAN SERVICE.

FOR STEAMERS ABOUT.
 YOKOHAMA & KOBE WILLEHAD WEDNESDAY, 24th October.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA ROON WEDNESDAY, 24th October.
 SHANGHAI, NAGASAKI, KOBE & YOKOHAMA BUELOW WEDNESDAY, 7th November.
 * Reaching Yokohama in less than 6 days.

TRANS-PACIFIC THROUGH TICKETS FROM HONGKONG.

VIA VANCOUVER OR SAN FRANCISCO TO NEW YORK by the C. P. R. Co's steamers, P. M. S. Co., O. & S. S. Co., T. K. K. and from NEW YORK TO EUROPE by the magnificent Express steamers of the Norddeutscher Lloyd are issued at the following rates:

	1st Class
TO LONDON VIA PLYMOUTH or SOUTHAMPTON	\$62.0.0
TO BREMEN	63.10.0
TO PARIS VIA CHERBOURG	65.0.0
TO NAPLES, GENOA VIA GIBRALTAR	65.0.0

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & CO.,

Hongkong, 12th October, 1906.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside, 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.6 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work, and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favorably with that of any port in the world.

Telephone: Nos. 378, 506, or 681

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt

Liebers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

[39]

F. BLACKHEAD & CO.,

SHIP-CHANDLERS, SAILMAKERS,

COAL AND PROVISION MERCHANTS,

NAVAL CONTRACTORS,

AND GENERAL COMMISSION AGENTS.

GROUND FLOOR,

ST. GEORGE'S BUILDING,

HONGKONG.

SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR

HARTMANN'S RAHTIEN'S GENUINE

COMPOSITION RED HAND

BRAND, HARTMANN'S GREY PAINT,

DAIMLER'S PATENT MOTOR

LAUNCHES,

&c., &c.

Sole Agents for

FERGUSON'S SPECIAL CREAM

and

P. & O. SPECIAL LIQUOR SCOTCH

WHISKY, &c.

EVERY KIND OF

SHIPS STORES AND REQUISITES

ALWAYS IN STOCK

AT

REASONABLE PRICES.

Hongkong, 7th March, 1905.

[40]

A BREATHING-DOWN SYSTEM.

This is a condition (or disease) to which doctors give many names, but which few of them really understand. It is simply weakness—a break-down, a loss of vitality, a loss of the system's power. No matter what may be the cause, the symptoms are the same: most of the time, the patient feels a sense of weariness, a sense of depression, a sense of loss of energy for all the ordinary affairs of life. What, at first, is absolutely essential in all such cases is a restoration of vitality.

VITAL STRENGTH & ENERGY

to throw off these morbid feelings, and experience proves that at night, after the day's work, the more certainly secured by a course of the celebrated life-restoring tonic.

THERAPION No. 3

than by any other known combination. So surely, as it is taken in accordance with the printed directions accompanying it, will the shattered health be restored.

THE EXPIRING LAMP OF LIFE

and a new existence imparted in place of what had been a mere "used up" and exhausted. This wonderful restorative is purely vegetable and innocuous, is agreeable to the taste, suitable for all constitutions and conditions, in either sex, and it is difficult to imagine a case of disease or derangement, whose main features are those of debility, that will not be speedily and permanently benefited by this never-failing, recuperative essence, which is destined to cast into oblivion everything that had preceded it for this wide-spread and numerous class of human ailments.

THERAPION is sold by the principal chemists and druggists throughout the world. Price in England, 2/6 and 4/6. Purchasers should see that the word "THERAPION" appears on British Government Stamp (the white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Ltd.,
 Hongkong, China and Manila.

[41]

FURNITURE WAREHOUSE.

LI KWONG LOONG & CO.,

司公隆廣李

CABINET-MAKERS AND ART DECORATORS,

from Shanghai, has re-opened their

FURNITURE STORE

at

(No. 35, DES VUEX ROAD CENTRAL.

The only Shop in Hongkong with this name.

WHERE HIGH-CLASS FURNITURE

of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., Ltd., Firms and other leading Establishments in the Colony, to whom reference may be made as to the Superior Workmanship and Materials of the Furniture, &c., supplied.

Messrs. A. S. Watson & Co., Ltd. write as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Annex to our Dispensary and gave us every satisfaction."

(Sd.) A. S. WATSON & Co., Ltd.

ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

Hongkong, 11th March, 1906.

For Sale.

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE \$10.50 per case of 48 bottles (quarts) or 6 doz. pints.

Special Prices for Quantities.

Sole Agents:—

SIEMSEN & CO.

Hongkong, 10th January, 1907.

[42]

THE NEW FRENCH REMEDY

TRADE MARK

THERAPION

THERAPION No. 1

This successful and highly popular remedy, used in the Continental Hospitals in Russia, Roumania, Poland, Japan and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses everything hitherto employed.

THERAPION No. 1 is a remarkably short time, effects a few days only, removes all discharges from the urinary organs, effectively superseding injections, those of which cause irreparable harm by laying the foundation of stricture and other serious diseases. In dysentery, piles, irritation of the lower bowel, cough, bronchitis, asthma, and some of the more trying complaints of this kind, it will be found astonishingly efficacious, affording prompt relief where other well-known remedies have been powerless.

THERAPION No. 2

of the blood, cures rheumatism, gout, neuralgia, and all diseases of the nervous system, and in the destruction of "rheumatic" teeth and other dental troubles. This preparation purifies the whole system, strengthens the blood, and thoroughly stimulates every tissue and muscle of the body.

THERAPION No. 3 for nervous debility, muscular weakness, and all the distressing consequences of over-exertion, excess, and fatigue, and in the case of women, it restores the system to its normal condition, and restores strength and vigor to the debilitated.

THERAPION is sold by the principal chemists and druggists throughout the world. Price in England 2/6 and 4/6. Purchasers should see that the word "THERAPION" appears on British Government Stamp (the white letters on a red ground) affixed to every package by order of His Majesty's Hon. Commissioners, and without which it is a forgery.

Sold by A. S. WATSON & Co., Limited,

Hongkong, China and Manila.

[43]

FOR SALE.

WELSHBACH'S

IN-DOOR &

OUT-DOOR

4-LIGHT

GAS ARC

LAMPS,

DO. BOXED

LIGHTS.

DO. HARP

LAMPS.

DO. MAN

TILES, CHIM

NEYS, GLO

BES, SHA

DES, &c., &c.,

and INCAN

DESCENT

GASOLINE

Intimation.

Powell's

ALEXANDRA
BUILDINGS.

JUST ARRIVED
from Europe.

FASHIONABLE COSTUMES

Smart, Well-cut and
Dainty.

Reasonable Prices.

A Choice Selection
of the
NEWEST AUTUMN
JACKETS

from
\$14.50
Each.

Some Up-to-date Light
and Medium-weight
TWEED

DRESS SKIRTS

Well-made, Smart.

Also
DRESS FABRICS,
GLOVES, LACES,
TRIMMINGS,

BL. USES
and a dozen of the
Very Latest

FEATHER STOLES.

W.M. POWELL,
LTD.,
HONGKONG.

Hongkong, 9th October, 1906.

Intimations.

K. A. J. CHOTIRMALL & CO.,
8, D'AGUIAR STREET.

NEWLY OPENED SILK STORE.

Indian, Chinese and
Japanese Silk Goods.

Just Arrived.

SOCKS (Linen) LADIES' AND
GENTLEMEN'S.

GENTLEMEN'S SILK UMBRELLAS.

SILK KIMONOS, LADIES' BLOUSES
AND SHAWLS.

SANDALWOOD BOXES (INLAIN).

HANDKERCHIEF BOXES, GLOVE
BOXES.

MONEY BOXES, &c.

LINEN HANDKERCHIEFS, JAVA
SERONGS.

MANDARIN COATS, COTTON
SHIRTS.

SILK LACE SCARFS AND SHAWLS.

Prices exceptionally cheap.

Inspection earnestly solicited.

Hongkong, 28th May, 1906.

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIFTH, ORDINARY
MEETING OF SHAREHOLDERS
will be held at the Offices of the Undersigned
at 12 o'clock (Noon), on SATURDAY, the
20th instant.

The TRANSFER BOOKS of the Company
will be CLOSED from the 6th to the 20th
instant, both days inclusive.

JARDINE, MATHESON & Co.,
General Agents,

Canton Insurance Office, Limited.

Hongkong, 2nd October, 1906.

THE HONGKONG
STUDIO.

HIGHER CLASS PHOTOGRAPHER,

41 & 43, QUEEN'S ROAD CENTRAL.

TOP FLOOR.

PORTRAITS, GROUPS AND ENLAR-
GING AND COPYING in all Sizes.

LARGE SELECTION OF VIEWS ALWAYS
ON HAND.

PRICE VERY MODERATE.

Hongkong, 1st September, 1906.

To Let.

TO LET.

ONE GODOWN, at EAST POINT, close to
the Water, suitable for the storage of any
Cargo.

Floor Area 5,100 square feet.

Apply to—

JARDINE, MATHESON & Co.

Hongkong, 15th October, 1906.

TO LET.

EUROPEAN SHOPS, OFFICES, and
GODOWNS (suitable for Dry Goods
Storage) at No. 14, Des Vaux Road Central,
(formerly occupied by Messrs. Shewan, Tomes
& Co.

Apply to—

HO TUNG,

Comptroller Department,

Jardine, Matheson & Co.

Hongkong, 26th September, 1906.

TO LET.

OFFICES in KING'S BUILDING and
YORK BUILDING.

GODOWNS on PRAYA EAST.

A HOUSE in CLYTON GARDENS, Con-
duit Road.

A HOUSE in RYON TERRACE.

A HOUSE in WONG-NEI-CHONG ROAD.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVEST-

MENT AGENCY CO., LTD.

Hongkong, 5th September, 1906.

TO LET.

A HOUSE in MORRISON HILL GAP ROAD.

4 Rooms with necessary Bathrooms and
Servants' Quarters. Cheap Rentals.

EUROPEAN FLATS in "WILD DELL"
BUILDINGS, No. 147, Wanchai Road. Each
suite contains Bathroom and Kitchen. Very
Low Rent.

GODOWN, No. 9, "WILD DELL" BUILD-
INGS.

Apply to—

PERCY SMITH & SETH,

Accountants and Auditors, &c.,

5, Queen's Road Central.

Hongkong, 24th July, 1906.

Hongkong, 24th July, 1906.

Notice of Firm.

NOTICE.

WE have Established ourselves to-day
under the Firm name "ULDERUP
& SCHLUTER," Hongkong, as GENERAL
MERCHANTS and ENGINEERING AGENTS.

J. P. ULDERUP.

C. SCHLUTER.

Office: 1 & 2, Beaconsfield Arcade.

Hongkong, 15th October, 1906.

Consignees.

S.S. "AUSTRALIEN."

COMPAGNIE DES MESSAGERIES

MARITIMES.

NOTICE TO CONSIGNEES.

CONSIGNEES of Cargo from London ex
s.s. *Boyd* and *Medea*, from Havre ex
s.s. *Boyd*, and from Bordeaux ex s.s.
Ville de Marseille, in connection with above
Steamer, are hereby informed that their
Goods, with the exception of Opium, Treas-
ure and Valuables are being landed and
stored at their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited, at
Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before Noon TO-DAY, requesting it to be
landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
MONDAY, the 22nd October, at Noon, will be
subject to rent and landing charges.

All claims must be sent in to me on or before
the 22nd October, or they will not be recognised.

All damaged packages will be examined on
MONDAY, the 22nd October, at 3 P.M.

No Fire Insurance has been effected.

G. DE CHAMPEAUX,

Agent.

Hongkong, 15th October, 1906.

INDO-CHINA STEAM NAVIGATION

COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND

SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from above Ports, Consignees

of Cargo by her are hereby informed that their

Goods will be delivered from alongside.

Cargo impeding the discharge or remaining

on board after 4 P.M. the 19th instant, will be

landed at Consignees' risk and expense. Claims

for rain damage to Cargo landed into Godown,

at Consignees' expense, will not be entertained.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,

General Managers.

Hongkong, 15th October, 1906.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBORO, ANTWERP

AND LONDON.

THE Steamship

"FLINTSHIRE"

Captain G. C. Condy, having arrived from the

above ports, Consignees of Cargo are hereby

informed that their Goods are being landed at

their risk into the Godowns of the Hongkong

and Kowloon Wharf and Godown Company,

Limited, at Kowloon, and stored at Consignees

risk and expense.

No Claims will be admitted after the Goods

have left the Godowns, and all Goods remaining

undelivered after the 18th instant will be sub-
ject to rent.

All broken, chafed and damaged Goods are to
be left in the Godowns, where they will be
examined on the 18th instant, at 2.30 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co.,

Agents.

Hongkong, 12th October, 1906.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PERA,"

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named

vessel are hereby informed that their Goods are

being landed and placed at their risk in the

Hongkong and Kowloon Wharf and Godown

Company's Godowns at Kowloon where each

consignment will be sorted out Mark by Mark, and

delivery can be obtained as soon as the

Goods are landed.

Optional Goods will be landed here unless

instructions are given to the contrary before

6 hours.

Goods not cleared by the 17th instant, at

4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in

any case whatever.

Damaged packages must be left in the

Godowns for examination by the Consignees

and the Company's representative at an ap-
pointed hour.

All claims must be presented within ten days

of the steamer's arrival here after which date

they cannot be recognised.

No claims will be admitted after the Goods

have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 11th October, 1906.

NOTICE.

THE Public are hereby informed that no
change has been made in the Rates of
Subscription to the *Hongkong Telegraph* and
they are warned against paying more than
TEN CENTS (10 cts.) per Single Copy.

THE MANAGER,

Hongkong Telegraph Co., Ltd.

Hongkong, 10th September, 1906.

REMARKABLE PRISON CAREER.

TWENTY-FIVE YEARS IN 17 PRISONS.

REFINED OLD MAN GOES ONCE MORE TO
GAOL.

There stood in the dock at the Old Bailey
facing the recorder (Sir Forrest Fulton, K.C.)
an elderly, refined-looking man, who was in-
dicted on counts charging him with forgery and
false pretences.

Described in the calendar as John Young,
aged 60, a bookseller, the prisoner presented
all the appearances of a man who, towards the
close of a long life, had fallen from grace, and
had the misfortune to get into the hand of the
Police.

As a matter of fact, the accused possessed
anything but an enviable reputation, and he
had a criminal record which extended over 34
years.

HIS FIRST CONVICTION.

In 1872 he was first arrested, and his sen-
tence was one of seven years' penal servitude,
followed by seven years' police supervision.
As soon as his term was completed he was in
trouble again, and down to 1906 served terms
of imprisonment of varying length in prisons
all over the country.

Twenty-five years of his life were passed in
17 penal establishments—a remarkable record.
On quitting gaol in 1900 he wrote a book
entitled "Twenty-five Years in Seventeen
Prisons," and from what the police could
gather supported himself honestly from that
time down to March of this year by the pro-
ceeds of the sale of the book.

Then the Old Adam seems to have asserted
itself again, and he began a series of frauds,
which once more brought him within the reach
of the law.

DEFAUDING LANDLADIES.

His particular "line" was to get hold of some
confiding landlady; represent himself to be the
agent of the Polytechnic or the Y.M.C.A.; run
up a bill, and then "pay it" by means of a
bogus cheque made out for more than the
amount of the bill; the surplus, of course, he
pocketed. In this way he had duped a number
of people before being caught.

When asked to plead, Young, who acknow-
ledged his guilt, handed up to the Recorder a
written statement explaining his position.

The judge said the prisoner seemed to have
a remarkable record of crime, and he noticed
that his first sentence 34 years ago was a severe
one.

"INNOCENT."

Young, who spoke with a cultivated voice,
said it was that sentence which had ruined his
life. "I was innocent of the charge, my lord,"
he added, pathetically, "and you will be able
to see that when you look at the documents I
have handed you."

Whether this was so or not, no opinion was
expressed; but the Recorder in passing sen-
tence of 12 months' hard labour, said he had
dealt with the present case entirely on its
merits, and had not regarded the previous
convictions.

Young received his sentence with apparent
calm, and, without waiting for the customary
tap on the shoulder from the warder, went
below to add another year to his already long
life of imprisonment.

30,000 BLACK SLAVES RELEASED.

KNIGHTED AFRICAN POTENTATE.

Major Coryndon, the Administrator of
Barotseland, who has just reached England
from North-Western Rhodesia, gives an in-
teresting account of the changes which have
recently taken place in that remote region.

Perhaps one of the most striking of recent
events, the major told Reuters' representative,
was the act of King Lewanika, who, during an
imposing function, held at his capital a few
weeks ago, formally abolished slavery through-
out his kingdom, thus immediately releasing
some thirty thousand serfs.

"Perhaps one of the most striking evidences
of the rapid progress which is being made,"
said the major, "will be found in the fact that
on my journey home I travelled the whole way
from Broken Hill to Cape Town by train, a
distance of 2,100 miles. When I first went to
Barotseland the journey northward from Bula-
wayo was made by bullock wagon, the expedi-
tion through the third land being a long and
hazardous undertaking. In the space of a few
years this has all been changed, and the trip is
now accomplished in a few hours by train.

RAPID RAILWAY CONSTRUCTION.

"Orth of the Falls the railway runs for a
distance of 380 miles, having been constructed
at the rate of 2,000 yards daily. The railway
follows the best of the agricultural country in
the North-Western Rhodesia, and runs right
along the watershed, this being the best piece
of cattle-raising country in the whole territory."

"From the Kafue Valley the line rises right
on to the Broken Hill plateau, passing through
deep rich red soil, as good as, or better, than
any further south. At present we only know
of four main properties which might be the
corners of a square.

"At the south-east is Broken Hill, which is
lead and copper; at the north-east is Dwanan-
kubwa, near the Congo border, which is cop-
per; and on the north-west is Kansanshi, which
is also copper; and on the south-west are the
northern copper mines. We do not know what
exists in the square enclosed by these, which
measures 140 miles each way. Gold is found
all over the country, but so far only in the
river beds, the reefs having not yet been dis-
covered, but the distribution is very orderly."

THE NATIVE QUESTION.

"The agricultural prospects are very good.
So far, work has only been done near the rail-
way, but the outlook for tobacco especially,
was excellent.

As to the native question, it was in a very
sound condition. "The cardinal principle had
been observed," said Major Coryndon, "that
all our dealings with the natives shall be car-
ried on as much as possible through their own
chiefs, whose legitimate power is always sup-
ported so that to-day the natives recognise that
Lewanika is as much their chief as ever he

was, and have no suspicion that their
country is being taken from them by the white
man."

"When we came into the country there were
13 different tribes of different language all
owing allegiance to Lewanika, whose represen-
tatives were stationed with each tribe. This
main system has not been altered, and to-day
every district commissioner in each district has
with him a direct representative of Lewanika,
who assists him in hearing native cases and
advising on matters of purely native adminis-
tration. There is not the least sign of disaffec-
tion among the Barotsi.

A GREAT FUNCTION.

"So great is Lewanika's desire for develop-
ment and progress, that he has recently, by
public proclamation, given the final deathblow
to the ancient system of serfdom or domestic
slavery, which is common in Barotseland as
among other South African tribes, and he has
freed every slave in his dominions.

"For this purpose he held a great func-
tion in July. It was a most imposing
affair. Lewanika, in full uniform, took his
place in the centre of the principal group,
there being some 3,000 natives present.

Around the chief were gathered the Govern-
ment officials, all the white men in the
neighbourhood, including 26 missionaries, and
the reading by the Prime Minister of Lewanika's
decree was a never-to-be forgotten occasion.

"As a result, between 25,000 and 30,000
natives have obtained absolute freedom. It
is a gratifying result of the persistent efforts of
the administration that Lewanika has been
induced of his own free will to abolish slavery.

"Lewanika is making a strong point in keep-
ing guns, ammunition, and liquor out of his
country, and the laws, which are very stringent,
receive loyal support from him."

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions

Announcement.

A. S. WATSON & CO.,
LIMITED.

CHAMPAGNE

ST. MARCEAUX

& Co.

REIMS

1898 VINTAGE

VIN BRUT AND VERY DRY.

PER CASE 12/110TS... \$48.00

24/110TS... 50.00

THIS CHAMPAGNE is a First-Class
Wine and is supplied to all the Leading
Hotels and Restaurants throughout London.

A. S. WATSON & CO.,
LIMITED.

WINE AND SPIRIT MERCHANTS.

AGENTS.

Hongkong, 17th October, 1906.

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NOTICE.

All communications intended for publication in
"THE HONGKONG TELEGRAPH" should be
addressed to The Editor, 1, Le Mesurier Road,
and should be accompanied by the Writer's Name and
Address.

Ordinary business communications should be addressed
to The Manager.

The Editor will not undertake to be responsible for
any returned MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$30 per annum

WEEKLY—\$13 per annum

The rate per quarter and per annum proportional.

The daily issue is delivered free when the address is

accessible to messenger. On copies sent by post an

additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue is on any part of the

world is 30 cents per quarter

Single Copies, Daily, ten cents; Weekly, twenty

five cents.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCT. 17, 1906.

CANTON RAILWAY SCHEMES.

Notwithstanding the terms of the agree-
ment between the Hongkong Government
and the Viceroy of the Hu Kiang with
respect to the employment of foreign en-
gineers in the construction of the Canton-
Hankow railway, evidences are not wanting
that the Yuet-han Railway Company is
inclined to vary those terms without con-
sulting the Government of this Colony.
When it was mooted that the Railway Com-
pany was in negotiation with a Belgian
engineer who had been offered the post of
assistant on the proposed line, His Excel-
lency the Governor sent a communication
to the British Consul-General at Canton, in
which he requested the latter to interview
the Viceroy and to point out that under the
terms of the British loan by which China
was enabled to secure the redemption of the
Canton-Hankow Railway from foreign con-
cessionaires, China had agreed that, in the
event of foreigners being called in to give
the benefit of their advice, she would re-
cognise Great Britain's claim to first con-
sideration. In other words, that no fore-
igner would be appointed unless it was
found that no Englishman was prepared to
offer his services or was of sufficient ability
to fill the post. In referring to the action
of Sir Matthew Nathan on that occasion we
said: "The Viceroy has replied rather more
promptly than usual, but still with his
tongue in his cheek. He has no power to
deal with the matter. The railway is
in the hands of the merchants. They
are responsible for its management and

its progress. If they think it desirable
and proper to engage a Belgian engineer,
well and good. He cannot interfere;
he would be acting *ultra vires*; and it
is impossible to say what his Imperial
master or mistress would think of such
conduct." Such in effect was the Viceroy's
answer to the perfectly reasonable protest
lodged at the instance of the Governor of
Hongkong, but the matter did not end there.
The services of the British Chargé d'Affaires
at Peking were enlisted and he represented
the attitude of the British Government, as
sponsors for the local authorities, to the
Waiwupu. Of course it was perfectly clear
why the Yuet-han Railway Company, if
they required a foreign engineer at all,
should prefer a subject of Belgium, for they
reasoned that should any trouble arise be-
tween the mechanic and the Chinese
authorities, the latter would be in a position
to defy the Belgian Government. Appa-
rently the protest of the British representa-
tive at Peking had its effect, for nothing
more has been heard regarding the employ-
ment of a Belgian. But a new phase
of the situation appeared when it was
announced that the Yuet-han Railway
directors had telegraphed to an indi-
vidual named Smith, belonging to the
United States, inquiring what emoluments he
would require if appointed assistant-engineer
of the railway. Mr. Smith promptly replied
that he was prepared to accept a five years
engagement at an annual salary of \$25,000
gold. That gentleman evidently had a high
appreciation of the value of his services,
when he ranged himself alongside of Robert
Hart as a regenerator of China. Whether
the matter is still under the consideration of
the Yuet-han Railway Company or has been
decided one way or the other is unknown.
But the fact that the services of an American
engineer should have been solicited in con-
nection with the Canton-Hankow railway
reads rather curiously in view of the report,
which appears in another column, regard-
ing the condition of the Canton-Samshui
line which was built by Americans for an
American-Chinese Company. That report
sets forth the allegation that various sections
of the line are on the verge of collapse, and
that over \$1,000,000 will be required to
repair the foundational subsidences which
have occurred. His Excellency the Gov-
ernor is entitled once again to request
from Viceroy Shum an explanation of this
threatened violation of the terms of the
agreement subsisting between the Govern-
ment of Hongkong and the Government of
Canton. Again, it will be remembered
that when information came to hand
that it was proposed to construct a new
railway connecting Canton with Whampoa,
and proceeding thence to Amoy, we
suggested that therein lay a subtle scheme
to revive the glories of Whampoa as a port,
and that the prestige of Hongkong as a port
of call and as a terminus was endangered.
Not only that, but the value of the Kowloon-
Canton railway—which has been pushed
forward with so much vigour, largely through
the interest which His Excellency the Gov-
ernor has shown in the project—was in a
fair way to be nullified should the scheme be
carried out. It is understood that the British
Government made representations to the
Board of Commerce on the subject, and
that body sent orders to the Viceroy to
stop all operations in connection with the
Canton-Whampoa line pending consideration
of the British protest that the line would
seriously affect the utility of the Kowloon-
Canton railway. The Viceroy is obdurate,
however, and despite the orders from Peking
he has decided to proceed with the railway
and has given instructions to that effect. All
these matters must necessarily interest the
people and the Government of Hongkong, and
it is to be hoped that the most vigorous steps
will be taken to thwart the Viceroy's schemes.
Possibly in Chow-fu we may find a Viceroy
readier to regard the just obligations to which
his Government stands committed.

LOCAL AND GENERAL.

THIRTEEN more dead bodies were picked up
in the harbour during yesterday close to the
scene where the s.s. *Hankow* took fire. The
police say that the total death toll now
amounts to over 100.

In the six-a-side football matches played on
the Hongkong Football Club ground, at Happy
Valley, yesterday afternoon, Girrell's team
played Henderson's six, and won by one goal
to nil. Franklin's team also played Miller's,
the game ending in a draw, no scoring resulted.

THE Supreme Court vacation ends to-day,
work being resumed to-morrow as usual, when
the Criminal Sessions, for which there is a very
long list of indictments, will occupy the atten-
tion of the Chief Justice, the Puisne Judge
being, as usual, occupied in the Court of Sum-
mary Jurisdiction.

WILFRED John Holmberg, a clerk, formerly in
the employ of Messrs. Allen and Gledhill, of
Raffles Place, Singapore, whose extradition on
a charge of embezzlement was recently applied
for, left Hongkong yesterday for Singapore in
charge of a Straits detective to face his trial.
It was alleged that the sum embezzled amount-
ed to close on \$7,000.

A SMOKING concert is to be given by the
Portuguese community, at the Club Lusitano,
on Saturday next, the 20th inst., in aid of the
Typhoon Relief Fund. A very attractive pro-
gramme is in course of preparation for the
occasion, the details of which will appear in
these columns as soon as completed.

Mr. F. A. Hazeland, second police magistrate,
and the master of the German steamer
Hutthide before him, at the Police Court this
morning, on the complaint of Police-sergeant
Avis, of Kennedy Town Police Station. The
police say the captain failed to attach rat
funnels to his hawser while lying alongside a
wharf. The charge being admitted, the captain
was fined \$5.

A "HOUSE WARMING" is arranged to take place
on Saturday evening next, the 20th inst., when
the Chinese branch of the Y.M.C.A. of Hong-
kong open their new home at No. 34, Queen's
Road-Central, 1st floor, which has just been
cleaned, decorated, and adequately prepared
for the purposes to which it will in future be
put. There will be music and speeches, and a
pleasant evening may be anticipated.

A BUTCHER figured in the dock before Mr.
H. H. J. Gompertz, this morning, on a charge
of assault. "I did not strike him," said the
defendant, "I kicked him." Inspector Smith
explained that the complainant, who was also a
butcher, was lying on the ground and that when
he was brought to the station he pretended to be
dying. The complainant did not know why he
was assaulted. The police stated that a debt
was the cause of the affair. His Worship
was told that complainant was drunk at the
time. The defendant was fined \$5, and com-
plainant was told that he deserved all he got
for getting into a row.

A CHINAMAN, who had a permit to run a
moneychangers' shop in Les Vieux Rond
Central, thought that the same permit would
cover a second establishment. So he promptly
opened another shop in Hinghung and got
arrested, for no sooner had the police heard of
the new enterprise than an officer called at the
shop and asked for the licence. The shop-
keeper produced the Les Vieux Rond shop
licence. Before Mr. H. H. J. Gompertz, at the
Police Court this morning, the accused pleaded
ignorance, and was informed that he could be
fined \$15 for the offence. He was severely re-
primanded by the Court and a fine of \$5
imposed.

A COOLIE calling himself Lau Hop, residence
Nullah Lane, Wanchai, yesterday boarded a
lighter belonging to the Hongkong and Kow-
loon Wharf and Godown Company, which is
under repair, during the absence of the car-
penters, and after stripping off some copper
fittings from the vessel, picked up a box of
carpenter's tools, jumped into the harbour, and
proceeded to wade ashore. Lau did not notice
that a pair of eyes were watching his opera-
tions from the stern of the lighter, but he knew
of it as soon as he touched the water. Taken
before Mr. H. H. J. Gompertz, this morning,
he was sentenced to one month's imprisonment
with hard labour.

INSPECTOR Gurney, of No. 2 Police Station,
charged a man before Mr. H. H. J. Gompertz,
at the Police Court this morning, with being a
rogue and vagabond and having no fixed place
of abode. The defendant was seen at about
three o'clock this morning by a *hukou* loitering
about Spring Garden Lane. The policeman
hid himself in a doorway to watch the actions
of the defendant, but the latter, who had
sighted the *hukou* in the doorway, propped
himself up against a wall and gazed in the
direction of the doorway. The policeman
knew the game was up and leaving the door-
way he arrested the accused. When asked what
he was doing in the open at that time of the
morning defendant said he was looking for work.
He pleaded guilty to the charge and his Wor-
ship passed sentence of one week's hard labour.

A CHINESE clerk employed by Messrs. Lazrus
and Company, opticians, lost a good portion
of his queue and came near losing his head as
the result of a curious accident which took
place on the premises where he is employed,
yesterday afternoon. The man, Ah Ming by
name, was attending to the electric motor
which works the lathe for grinding lenses,
when suddenly, in some unaccountable way,
his queue was caught in the leather band of the
wheel, and he was dragged towards it. With
some what remarkable presence of mind Ah
Ming braced himself up, and, swinging his
hand round took a double turn with his queue
round his wrist, on which he pulled with all
his might until he at last released it. But it
was a remnant only that he released, for
half its length had been literally torn off. Prob-
ably, no doubt, Ah Ming after such an un-
pleasant experience, will do one of two things:
either he will "reform," and cut off his queue
altogether, or, retaining that national append-
age, will take care to tuck it inside his coat
when approaching machinery in motion in
future.

BECAUSE a policeman would not allow himself
to be hugged by a fireman summoned Li at
Yaumatei last night, the latter got very dis-
orderly and had to be arrested. Li is a fireman
on board ocean-going steamers. He came ashore
last night and, following the example of his
European confreres, he shipped aboard a good
sized cargo of *sau-hu*. It was not long before
the coal-shoveller was overcome by a fit of
merriment, bordering on disorderliness, and
passing a spitting constable on the road home Li
entwined his arm about that officer's bulky waist.
The officer naturally objected, especially when
he saw who it was, and told the amorous one
so in his best Chinese. Li paid no notice
but anchored himself tighter round the officer's
waist, until the policeman, found breathing a
matter of impossibility, and putting his knowl-
edge of jujitsu into operation, Li's ardour was
subdued, and he was marched to the station
and charged for being drunk and disorderly.
He was placed before Mr. F. A. Hazeland this
morning, and was fined \$5 for his previous
night's enjoyment.

CANTON-SAMSHUI RAILWAY.

DANGEROUS STATE OF THE LINE.

[From Our Own Correspondent.]

Canton, 16th October.
Considerable correspondence has passed
between the directors of the Yuet-han Railway
Company and H. E. Viceroy Shum regarding
the condition of the line between Canton and
Samshui. It is alleged that in several places
the foundations, which were constructed by the
American-Chinese Development Company, are
gradually subsiding with the result that there is
serious danger that the line may become use-
less for traffic and lead to a serious accident.
According to expert opinion the line may be-
come impassable at any moment, a fact which
may possibly be attributed to the heavy rains
which have been experienced of late.

It is estimated that the cost of repairing the
line would amount to \$5,000,000. The Viceroy
on learning of the condition of the railway line
sent two *weiyuans* to inspect the damaged sec-
tions and they found that the statements of the
Yuet-han Company were substantially correct,
but in their opinion the line could be brought
into a condition of comparative safety by the
expedience of a small sum of money, holding
that the amount estimated by the experts was
beyond the capacity of the Company at the
present juncture.

The assistant engineer on the line opposed the
suggestion of the *weiyuans*, observing that to
patch up the line was useless and would simply
be a waste of money. At a certain section the
line has sunk to such an extent that it is not
thoroughly repaired immediately, a railway
disaster would be inevitable. It was averred
that even now the people were alarmed when
crossing the faulty sections and, therefore, fewer
passengers travelled by the railway, preferring
to take a longer route than risk their lives on a
dangerous line. As a consequence the profits
of the railway were dwindling.

Previously the railway was largely patronized
by natives and Europeans and it is argued
that if any one of the latter was involved in an
accident there would be a case under inter-
national law, while if any Chinese suf-
fered then others would be deterred from
travelling by the railway. It was suggested
that an expert engineer should be engaged
to submit proposals to the Provincial
Bonds as to the best methods to be adopted
in repairing the line. The expense incurred
would be borne by the three Boards. Un-
fortunately, Hunan and Hupeh have no reserve
funds at present and these provinces might
find it difficult to meet their share of the ex-
penditure. In that event the line would be
taken over and managed by the Canton Board
alone.

Viceroy Shum has communicated with the
Viceroys of the provinces concerned on the sub-
ject and has also brought the matter to the at-
tention of Chang To Chai, the president of the
Yuet-han line, with the object of having the
repairs carried out as expeditiously as possible.

KULANGSU MUNICIPAL COUNCIL.

The following are the minutes of a meeting
of the Kulangsu Municipal Council held at the
Board room, Kulangsu, Amoy, on the 25th Sep-
tember, 1906. There were present: Messrs.
F. B. Marshall (chairman), C. A. V. Brown,
A. F. Gardiner, I. Takatsuki, L. I. Thomas,
W. H. Wallace, the Health Officer and the
Secretary.

The minutes of the last meeting were read
and confirmed.

A letter was read from Mr. Lim Nee Kar,
forwarding plan, requesting permission to close
up a road on his property and construct
another in place of it. The Secretary was
instructed to refer Mr. Lim Nee Kar to their
letter of the 27th April, 1904, and inform him
that as the matter concerns a right-of-way, they
have not the authority to alter the decision
then arrived at, but if he is prepared to make
a substantial offer for the privilege he is seek-
ing, the Council will call a meeting of the
ratepayers and submit the same.

The report of the Watch Committee on the
inquiry held on the alleged misconduct of one
of the Sikh Police was read.

It was decided that leave on half pay granted
to the Police is to be allowed to count to-
wards their period of engagement.

The Superintendent of Police reported the
following arrests and summonses during the
past fortnight:—Arrests—1; committing a
nuisance 2; summonses—debts 2; assault 1;
contempt of court 1; using threatening lan-
guage 1; breach of municipal rules 1.

It was decided that, until further notice,
meeting of the Council will take place at 5
p.m.

(Signed), FRED. B. MARSHALL,

Chairman.

By Order,

C. BIRKLEY MITCHELL,

Secretary.

ESSENTIALLY intended for the benefit of
American exporters the "Official Shipper's
Guide," published by the Pacific Mail Steam-
ship Company, should also prove of interest to
all concerned with commerce in the Far East.
It is a massive compendium of advertisements,
statistics, and the description of the principal
ports touched at from San Francisco to Singa-
pore and Bangkok. There is a brief reference
to Hongkong and the main entrances to China,
and as a matter of fact some idea is given of
all the ports en route. Advertisements form the
greater part of the book and the advertisers have
their names inscribed in a commercial directory
at the end of the book as constituting the main
business people in the several ports referred
to. Curiously enough no mention is made of
the Hongkong and Shanghai Banking Institu-
tion. After glancing at the illustrations in the
book the only errors we detected was with re-
ference to a local firm of brokers who are de-
scribed as "Benjamin, Kelly and Pott," and
the well-known photograph of the decoration
of pirates at Kowloon city which is ascribed to
Peking. The volume is admirably printed and
should stimulate trade between the States and
China.

CANTON-WHAMPOA RAILWAY.

VICEROY SHUM'S ANSWER TO PEKING'S ORDER.

[From Our Own Correspondent.]

Canton, 16th October.
His Excellency Viceroy Shum has just re-
ceived a telegram from the Board of Com-
merce at Peking, which states that the British
Minister has lodged a protest against the con-
struction of the proposed Canton-Whampoa
railway. The British representative urged that
a railway line running in such close prox-
imity to the Kowloon-Canton railway would
seriously affect the latter's carrying trade.
The Board of Commerce, accordingly, requested
the Viceroy to cease operations at once pending
consideration of the British Minister's protest.
Viceroy Shum has replied to the effect that the
Whampoa line was projected and begun before
the Kowloon-Canton line had been started.
He has the fibre declared that he will not
order the cessation of the work, but, on the
contrary, give instructions to Cheung Pat Shi
to rush on the line as fast as possible.

Cheung Pat Shi, who is the president of the
Canton-Whampoa Amoy line, is now making
preparations for the purchase of lands and ma-
terial required in connection with the construc-
tion of the first section of the track to
Whampoa.

WU TING FANG.

H. E. Wu Ting Fang, chairman of the Board
of Punishments at Peking, obtained leave of
absence in order that he might proceed to
Canton and worship his ancestors' tombs. He
left the capital on the 14th inst., but received a
sudden message of recall. H. E. Wu immedi-
ately returned to Peking. It is believed
that the Emperor desired to interview Wu with
reference to certain points of law which had
cropped up in his absence. Wu was called to
the English bar some years ago and is con-
sidered a sound lawyer.

JUNKS IN COLLISION.

DAMAGES AWARDED.

At the Supreme Court this morning in Sum-
mary Jurisdiction, his Honour Mr. A. G. Wise
Puisne Judge presiding, Yuk Seung, master of
the s.s. *Cheung Jung*, No. 289, proceeded against
Fung Lau, master of the *Tung Lee* junk, No.
1731, to recover the sum of \$44, being the
amount of loss and damage sustained by the
plaintiff by reason of the defendant's junk hav-
ing run into that of the plaintiff, and caused
damage to the extent of the amount claimed, and
also for damage by way of demurrage arising
from the detention of the plaintiff's junk at
Laichikok. In the absence of Mr. Otto Kong
ing, originally retained in the case, Mr. E. J.
Grist, of Messrs. Wilkinson and Grist, appeared
for the plaintiff, and Mr. R. Gardiner, of Mr.
D. Thomson's office, represented defendant.

This case was originally called on the 11th
inst., but was adjourned as the witnesses mat-
terial to the action were in Canton.

The case for the plaintiff was that on the
29th August last he was being towed by the
steam launch *Kwong Lee* from the wharf
opposite Wing Lok Street to Ansonman, when
after proceeding but a short distance the de-
fendant's junk, proceeding north, came up from
astern, crossed her bows, and then after getting
clear, tacked, and then went crashing into the
plaintiff's junk the impact taking place on the
stern quarter, which was considerably damaged.
Juk-eung, the plaintiff, gave evidence in cor-
roboration of the above facts and was supported
by the master of the steam launch *Kwong Lee*
which was towing his junk, by members of the
crews of launch and junk, and other witnesses.

The launch master said he could do nothing to
prevent the collision, as on account of the
number of boats about, and his being then in
charge of a tow, it was impossible for him to
alter his helm, while he could not go ahead any
faster, as he was already going full speed, with
the fullest possible pressure of steam. She could
not go astern, as he had done so he would him-
self have collided with the plaintiff's junk, while
not in any way preventing the collision this
took place. After the collision the master of
the plaintiff's junk ordered the launch to tow
her to Laichikok, and asked the master of
the other junk to come along and inspect and
assess the damage done. All was done accord-
ingly, and when the inspection and assessment
of the damages had been made, the plaintiff
asked defendant to pay up the amount for
same, but the latter, instead of doing so, or of
making any arrangement to have the repairs
done himself, simply told the plaintiff that he
had better bring an action at once if he could
recover. Plaintiff thought he would get the
defendant to come to terms without going to
law, and waited for four days at Laichikok
for which he claimed \$84 demurrage. He was
again delayed in Canton while the repairs
were being effected, for which plaintiff paid
cash and produced the bills.

For the defence it was admitted that a colli-
sion did take place between the junks in ques-
tion on the 29th August, but they contended
that the *Kwong Lee* was to blame, by reason
of her contributory negligence in not keeping
out of the way.

His Honour said he could not allow that, as
if they thought the launch to blame she should
have been made a co-defendant.

Mr. Gardiner applied for an adjournment as
his expected witnesses had not come down
from Canton, but his Honour held that they had
been given ample time and he could not allow
any further adjournment, and Mr. Gardiner
must go on with his case if he had any defence.
Having no evidence to offer, the case for the
defence collapsed, and his Honour gave judg-
ment for plaintiff for the amount claimed less
the \$84 claimed for detention at Laichikok,
and costs.

His Honour: I don't mind telling you that
had he claimed for his detention in Canton
during the time the repairs were going on, he
would have been allowed that claim, as that
arose out of defendant's fault, but his stay at
Laichikok, doing nothing, for four days, was
his own fault, and not the defendant's.

TELEGRAM.

"HONGKONG TELEGRAPH" SERVICE.

FIRE AT SHANGHAI.

NEW TELEGRAPH OFFICE ABLAZE.

[From Our Own Correspondent.]

Shanghai, 17th October,

2 p.m.

A serious fire broke-out shortly
after noon to-day in the building
which is being erected for the Great
Northern Telegraph Company, Ltd.
The upper floors were gutted by
the flames.

Fortunately, the breeze was blow-
ing from the west and the fire bri-
gade soon managed to get the fire
under control.

The alarm was given at 12.15
p.m.

The fire brigade engines are still
working while the firemen are pour-
ing tons of water on the smouldering
beams.

RAILWAYS IN KWANGSI.

The Board of Commerce has received a joint
petition, signed by sixty-eight gentry and
officials representing the whole province of
Kwangsi, to the effect that merchants and
gentry are arranging to undertake the construc-
tion of its railways, and requesting the sanction
of the Throne. The petitioners plead that
Kwangsi is situated at the frontier where the
line of transportation is by no means speedy,
and unless railways are built, no progress in
trade can be expected. A sum of ten million
dollars is proposed to be subscribed for the
organization of a Railway Company, and one
million dollars will be provided by the pro-
moters as capital.

The line projected will be started from Kweilin,
a provincial capital, northward to Chuanthow
on the border of Hunan, and southward to
Wuchow, then to Nanning and Lungchow.
This will be divided into three sections of
which the most important one will first be
built. The services of an able official is re-
quired for the administration, and only a man
of reputation and wealth can be qualified for
such a position. Yu Shih-mei, Educational
Commissioner of Kwangtung, who is noted for
his knowledge of railway affairs is, therefore
elected Director, and 120 Tungfong, Expert
Metropolitan official of the 4th grade, Assistant
Director. In the above proposal, Tang Ching-
chung, senior vice-President of the Board of
Works, has expressed his concurrence. The
Board of Commerce has submitted a memorial
embodying this petition for approval and
authority, in which it says that as railway
construction is of great importance for the
country, it requests that the company thus pro-
posed be recorded in the official record,
imperial Rescript: Let it be as proposed.

DUSTLESS CITY.

VICTORY OVER A VEXATIOUS PROBLEM.

Nottingham is the new dustless city. It
claims to have solved the dust nuisance to such
an extent that although hundreds of motor-cars
are daily driven in and about the city, there is
no suspicion of dust cloud.

For three months past the corporation have
been experimenting with calcium chloride as a
dressing, and the results are now claimed to
have been satisfactory, while the cost has been
little more than that of the ordinary sprinkling
with water.

Calcium chloride is dissolved in the water
for the roads; it absorbs the natural moisture
which is in the air, and thus keeps the surface
of the roads perpetually damp.

The total cost of keeping a 10-foot road free
from dust by this means—if the dressings be
about 260 per mile per annum, inclusive of la-
bour, cartage, chemicals, and water; but as there
are several months when no sprinkling is re-
quired, it is estimated that expense will not be
more than of the old method.

For country roads it is feared the cost will
be prohibitive. In Nottinghamshire the au-
thorities are fighting the "motor dust" by
covering the ordinary macadam with fine
gravel, bound together with tar.

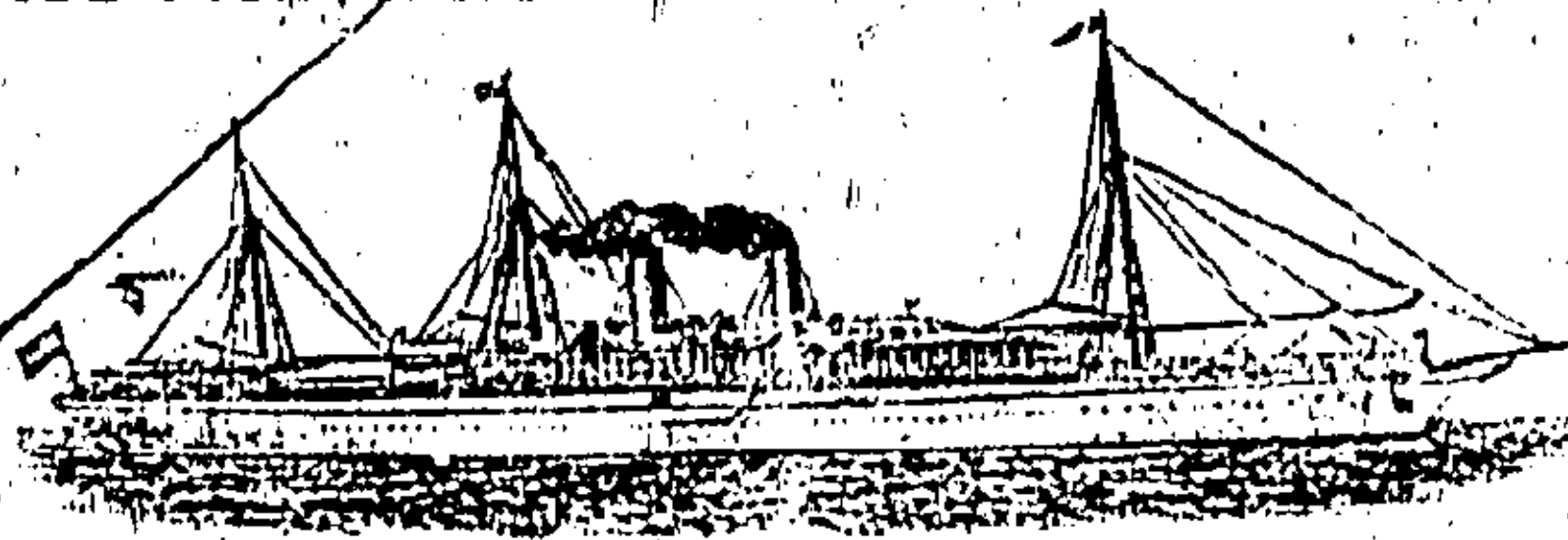
EIGHTEEN men, who were arrested by Ser-
geant Lee, of No. 2 Police Station, at No. 24,
Albany Street, Wanchai, last night, as a result
of a gambling raid, were arraigned before Mr.
F. A. Hazeland, this morning, at the Police
Court. The game was for a very small amount.
On the police proving their case the two ring-
leaders were fined \$25 apiece and the rest of
the men \$2 each.

SHIPPING AND MAILS.

MAILS DUE.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S ROYAL MAIL STEAMSHIP LINE.



Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule of under Eleven Days across the Pacific is the "Empress Line." Saving 5 to 10 Days' Ocean Travel.

11 Days YOKOHAMA TO VANCOUVER. 18 Days HONGKONG TO VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

Steamship	Tons	Leave Hongkong	Arrive Vancouver
"TARTAR"	4,425	SATURDAY, October 20	November 12
"EMPEROR OF CHINA"	6,000	THURSDAY, October 25	November 12
"EMPEROR OF INDIA"	6,000	THURSDAY, November 22	December 10
"ATHENIAN"	3,884	WEDNESDAY, November 28	December 22
"EMPEROR OF JAPAN"	6,000	THURSDAY, December 20	January 7
"MONTEAGLE"	6,163	WEDNESDAY, December 26	January 19

"EMPEROR" steamers will depart from Hongkong at 4 P.M. Intermediate steamers at 12 Noon.

The Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through to INLA (SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and Quebec with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register. The through transit to LIVERPOOL being 21 days, from YOKOHAMA, and 29 days from HONGKONG.

Hongkong to London, 1st Class..... £100. 1st Class on Railways £60. Hongkong to London, Intermediate on Steamers, and 1st Class on Railways £40. R.M.S. "MONTEAGLE," "TARTAR" and "ATHENIAN" carry "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class. Passengers booked through to all points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to JARDINE, MATHESON & CO., General Managers, 113 Hongkong, 6th October, 1906.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.)

For	Steamship	On
MANILA	"LOONGSANG"	SATURDAY, 20th October, 4 P.M.
SHANGHAI	"HANGSANG"	SUNDAY, 21st October, Daylight.
SCAPORE, PENANG & CALCUTTA	"NAMSANG"	SATURDAY, 27th October, 3 P.M.

* These Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Chioo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., General Managers.

Hongkong, 17th October, 1906.

CHINA NAVIGATION CO., LIMITED.

For	Steamship	To Sail
YOKOHAMA and KOBE	"TAIYUAN"	20th October.
SHANGHAI	"KIUKIANG"	22nd "
SHANGHAI and CHINKIANG	"HANGCHOW"	23rd "
MANILA	"TEAN"	23rd "
CEBU and ILOILO	"SUNGKIANG"	23rd "
SHANGHAI	"YOCOW"	24th "

† Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. Unrivalled table. A duly qualified Surgeon is carried.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Hongkong, 17th October, 1906.



HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewardess carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
ROBI	3540	R. Almond	MANILA VIA AMOY	FRIDAY, 19th October, at 5 P.M.
ZAFIRO	3540	R. Rodger	MANILA (DIRECT)	SATURDAY, 27th October, at Noon.

For Freight or Passage, apply to

SHEWAN, TOMES & CO., GENERAL MANAGERS.

Hongkong, 15th October, 1906.



HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP CO.

FOR NEW YORK via PORTS AND SUEZ CANAL.

Steamship	For	About
"BRAEMAR"	NEW YORK	20th November.

For Freight and further information, apply to

SHEWAN, TOMES & CO., General Agents.

Hongkong, 16th October, 1906.

Intimation.

THE HONGKONG TELEGRAPH.

1, ICE HOUSE ROAD, HONGKONG.

ABLE ADDRESS:—Telegraph, Hongkong.

It is leading English Newspaper in China. Also widely circulated in Japan, Ceylon, India and the Far East generally.

A daily newspaper with weekly edition published for despatch by the homeward mail. The daily is recommended as more generally suitable, except for subscribers in Europe or America.

A special feature is made of full and accurate reports of local occurrences, and of matters of general interest.

ADVERTISING DEPARTMENT.

The Hongkong Telegraph is the best medium for advertising in China. It circulates largely among all classes of the community, is the largest daily newspaper and has a wider circulation than any journal in the Far East.

Special attention given to effectively displaying advertisements.

The type used as a standard for setting advertisements is similar to this, unless we are instructed to display the advertisement, when any effective style of type will be adopted. This standard runs exactly eight lines to the inch, and about eight words to the line.

DOMESTIC OCCURRENCES.

Notices of Births, Deaths, and Marriages. For each insertion in the Daily and Weekly.

CONTRACT ADVERTISEMENTS.

Special Rates for standing advertisements can be ascertained from the Manager.

Advertisements for the Daily should reach the Hongkong Telegraph Office not later than noon of the day they are intended to appear.

Unless otherwise specified all advertisements will be repeated and charged for until countermanded.

JOBING DEPARTMENT.

Job Printing of all descriptions undertaken, PROGRAMMES.

PAMPHLETS.

CARDS.

CIRCULARS.

EXPRESSES.

All job printing is done under European supervision, well turned out, free from errors, and remarkably cheap at

THE HONGKONG TELEGRAPH.

OFFICE.

Estimates given for all classes of work on application to

THE MANAGER.

HONGKONG TELEGRAPH CO., LD.

1, Ice House Road, Hongkong.

Shipping—Steamers.

HAMBURG-AMERIKA LINIE.

PASSENGER SERVICE.

BY the new steamers, "RHENANIA," "HAMBURG," "HOHENSTAUFEN" and the "SCANDIA" and "SILESIA." The steamers are specially built for the tropics and have luxurious Passenger accommodation first class. Cabins Amidship, lighted throughout by electricity, cabins fitted with fans. Doctor and Stewardesses carried. Laundry on board. Return ticket issued at reduced rates for two years available, through tickets to be had to London via Havre and to New York via Naples and Hamburg.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE, YOKOHAMA, TSINGTAU, CHEFOU AND TIENTSIN via SHANGHAI.

RHENANIA	Capt. v. Hoff	1st November.
HOHENSTAUFEN	"Jaeger	2nd December.
SILESIA	"Bahle	2nd January.
SCANDIA	"v. Doehren	1st February.

NEXT SAILINGS HOMEWARD.

FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, HAVRE, (LONDON via HAVRE) AND HAMBURG.

HAMBURG	Capt. v. Hoff	2nd November.
RHENANIA	"v. Hoff	14th December.
HOHENSTAUFEN	"Jaeger	11th January.
SILESIA	"Bahle	8th February.
SCANDIA	"v. Doehren	22nd March.
HAMBURG	"v. Hoff	5th April.
RHENANIA	"v. Hoff	17th May.
HOHENSTAUFEN	"Jaeger	14th June.

FREIGHT SERVICE.

NEXT SAILINGS OUTWARD.

FOR SHANGHAI, KOBE & YOKOHAMA	SITHONIA	20th October.
FOR YOKOHAMA & KOBE	SEGONIA	22nd October.
FOR SHANGHAI, KOBE & YOKOHAMA	RHENANIA	1st November.
FOR SHANGHAI, KOBE & YOKOHAMA	ANDALUSIA	13th November.

NEXT SAILINGS HOMEWARD.

VIA STRAITS, COLOMBO AND ADEN.

Taking Cargo at through rates to Antwerp, Amsterdam, Rotterdam, Copenhagen, Lisbon, Oporto, London, Liverpool, Glasgow, Trieste, Genoa, Ports in the Levant, Black Sea and Baltic Ports, North and South American Ports. Also via Aden or Port Said by the Arabic-Persian Service to Arabian and Persian Gulf Ports.

FOR HAVRE and HAMBURG	HAMBURG	2nd Nov.
FOR ANTWERP and HAMBURG	TEUTONIA	10th Nov.
FOR HAVRE, BREMEN and HAMBURG	BRISGAVIA	16th Nov.
FOR HAVRE and HAMBURG	SEGONIA	20th Nov.
FOR HAVRE and HAMBURG	SITHONIA	30th Nov.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	RHENANIA	14th Dec.
FOR HAVRE and HAMBURG	ANDALUSIA	28th Dec.
FOR NAPLES, HAVRE, BREMEN & HAMBURG	HOHENSTAUFEN	11th Jan.
FOR HAVRE and HAMBURG	SILESIA	25th Jan.

Hongkong, 17th October, 1906.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE, (Calling at Manila, Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched for the above Ports, on SATURDAY, the 27th instant, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, etc., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co., Agents.

Hongkong, 4th October, 1906.

THE AMERICAN & ORIENTAL LINE.

FOR NEW YORK.

(With liberty to call at Malabar Coast.)

THE Steamship

"VEDDO."

Captain Cowley, will be despatched for the above Port, on or about the 13th November.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, 3rd October, 1906.

"SHIRE" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"MERIONETHSHIRE"

will be despatched for the above Ports, on or about the 15th of November, and will be followed by the Steamship

"PLINTSHIRE"

on or about the 20th November.

For Freight and Passage, apply to

SHEWAN, TOMES & Co., Agents.

Hongkong, 16th October, 1906.

TOYO KISEN KAISHA.

SOUTH AMERICAN LINE.

Regular Steamship Service between HONGKONG, SALINA CRUZ, CALLAO and IQUIQUE, via JAPAN PORTS. Will be sent to VALPARAISO if sufficient inducement.

THE Steamship

"KASATO MARU," 6,000 tons.

Captain W. E. C. S. Filmer, will be despatched as above, middle of December.

Taking Freight and Passengers to other Western Coast Ports of South America. The above Steamer has splendid Accommodation and is fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For further information, apply to

K. MATSUDA, Manager, York Building.

Hongkong, 4th October, 1906.

IS ENGLAND PLUCKY TO FRANCE?

SIGNIFICANT REPORTS IN FRENCH NEWSPAPER

Paris, Sept. 12.—To-night's *Liberte* contains an important message from its London correspondent, in which he states that General Sir John French did not attend the manoeuvres merely as technical reporter to the British War Office, but was charged by his Government to study in detail the French plans for mobilisation. The object of this special study was, according to the correspondent, to enable the armies of France and England to co-operate should the necessity arise. Such a question is, obviously, a delicate matter for a patriotic journal to discuss; but, assuming that it is true, it fits in with a great deal that is passing in the minds of the two nations at the present time. It renders for instance, peculiarly appropriate the remarks of Sir Thomas Barclay, reproduced yesterday in this column, on the strategic value of the Channel Tunnel. Given that the Entente receives an armed backing in certain eventualities, it becomes of immense importance that there should be a free and open communication between the two countries, whereby the one may send troops to the other's aid. Indeed, one may say that the tunnel is a strategic necessity, since fog, or capture of transports, might seriously interfere with co-operation if the Channel were the only way across.

MILITARY AID TO FRANCE.

One need not go to history, one need not summon the ghost of a certain Foreign Minister's "to be quite sure that this nation has foreseen, and perhaps even counted upon, the military aid of England, quite apart from her Fleet action. Needless to say that, having such views "at the back of her head," she would have looked with consternation on the reduction of the Army establishment by Mr. Haldane had she not been by nature a sceptic. No people realise more readily than the French the necessity of placating party supporters, and this latest move of the Liberal Government is regarded as a pure piece of politics, and nothing more. "Of course, having made their pledges, they must keep them—at least in the letter—but do not try to make us believe that the Liberal Government is seriously bent on diminishing the defensive and offensive force of England. It is not possible." It is in this way that keen observers have discussed the "little army" scheme of Mr. Haldane. The French see readily enough that the British Government will meet with no success in their attempt to reduce armaments, and that they will presently drop it altogether.

ENGLAND AND CONSCRIPTION.

Very close to this question of the military efficiency of England is the question of conscription. Continental experts will tell you, without the least equivocation, that England must have conscription. The ability to put a large army in the field is imperative. Let us say at once that it grows naturally out of the tunnel. England becoming a Continental nation, must undertake Continental responsibility. That may appear an argument against the tunnel, but it is not so in reality. England cannot afford to maintain her old-time isolation. I asked Sir Thomas Barclay yesterday his view on conscription, and was somewhat astonished at his answer. "Whilst," he said, "I have not reached finally in my opinions on conscription, I recognise that it must be considered as an economical question. In Germany there are no unemployed. Why? Because of conscription. In England we have thousands of unemployed. Why? Because the young men drive out the old men from employment. Employers find that a labourer at twenty-two is better able to do his work than one who is past thirty-five. This works to the great prejudice of labour. Where every one serves youth is employed in the army, giving the mature labourer a working life of two or three years longer. It is the working man who has opposed conscription, but if he realised the economic side of it he would not do so."

"IF YOU WISH PEACE."

"But surely the expense entailed by universal conscription is enormous?"

"Germany spends so much more than we do on her army."

"Am I to understand that you and your fellow-arbitrationists favour conscription?"

"I do not say that. I simply say the economics of the question have not been sufficiently considered. Moreover, one must admit that the training a man receives in the army, whether in Germany or England, is excellent, fitting him to be a sober and industrious citizen, instead of a drinking scallywag. I do not regard reduction of armaments as practicable at the present moment. The peace party make the mistake of wishing to weaken the defences of the country. If you make every man a soldier, you make him more than ever pacific. France is pacific because of conscription."

I have found confirmation of these remarks in other directions; the tendency is not towards limitation, but towards arbitration. One of the surprises of the near future will be along the lines of a general treaty signed by all the nations, rendering peace easy and war difficult for at least the next generation.—*Pall Mall Gazette*.

The aggregate value of the commerce protected by our Navy is £1,400,000,000.

The King of Spain calls himself King of Jerusalem, of Navarre, and of Gibraltar.

In his famous Cabul to Kandahar march Lord Roberts took 11,000 troops over three hundred miles of hostile country in twenty days without losing a man.

The last bishop killed in battle was Leonidas Polk, Bishop of the South-Western diocese of the United States. He fell at Pine Mountain on June 14th, 1864.

* Flagship of Vice-Admiral Richard, Commander-in-Chief.
† Flagship of Rear-Admiral Boisse, Second-in-Command.
‡ At the disposal of Rear-Admiral de Marolles, Commanding the naval defence of Indo-China.
§ Flagship of Rear-Admiral de Marolles.

Mails.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.FOR STRAITS, CEYLON, AUSTRALIA,
INDIA, ADEN, EGYPT, MEDITER-
RANEAN PORTS, PLYMOUTH
AND LONDON.(Through Bills of Lading issued for BATAVIA,
PERSIAN GULF, CONTINENTAL AMERI-
CAN and SOUTH AFRICAN PORTS.)

T.H.R. Steamship

"DELHI".
Captain J. D. Andrews, R.N.R., carrying His
Majesty's Mails, will be despatched from this for
BOMBAY, on SATURDAY, the 20th October,
at Noon, taking Passengers and Cargo for
the above Ports in connection with the Com-
pany's S.S. *Mongolia*, 9,500 tons, from Colombo.
Passengers' accommodation in which vessel is
secured before departure from Hongkong.

Silk and Valuables, all Cargo for France
and Tea for London (under arrangement)
will be transhipped at Colombo into the Mail
steamer proceeding direct to Marseilles and
London, either Cargo for London, &c., will be
conveyed from Bombay by the R.M.S. *Marmora*
due in London on the 1st December, 1906.

Parcels will be received at this Office until 4
p.m. the day before sailing. The Contents and
Value of all Packages are required.

For further Particulars, apply to
E. A. HEWETT,
Superintendent.

Hongkong, 6th October, 1906.

MESSAGERIES
MARITIMES
FRENCH MAIL STEAMERS.

STEAM FOR SAIGON,
SINGAPORE, BATAVIA,
COLOMBO, AUSTRALIA,
ADEN, EGYPT, MARSEIL-
LES, LONDON, HAVRE,
BORDEAUX, MEDITERRANEAN AND BLACK
SEA PORTS.

The S.S. "TOURANE".
Captain Lancelotti, will be despatched for MAR-
SEILLES on TUESDAY, the 30th October,
at 1 P.M.

Passage tickets and through Bills of Lading
issued for above ports, and for Australia with
prompt transhipment at Colombo.

Cargo also booked for principal places in
Europe.

Next sailings will be as follows:—

S.S. *AUSTRALIE* 13th November.
S.S. *TOKIN* 27th November
S.S. *ERNEST SIMONS* 11th December
S.S. *POLYNESIE* 25th December
S.S. *CALEDONIE* 8th January.

G. DE CHAMPEAUX,
Agent.

Hongkong, 17th October, 1906.

NORTHERN PACIFIC LINE.
BOSTON STEAMSHIP COMPANY.
BOSTON TOW-BOAT COMPANY.

Connecting at Tacoma with
NORTHERN PACIFIC RAILWAY
COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR
VICTORIA, B.C., AND TACOMA,
VIA

MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing.
<i>Shawmut</i>	9,600	E. V. Roberts	24th Oct.
<i>Tremont</i>	9,600	T. P. Garlick	30th Nov.
<i>Pleades</i>	3,753	F. G. Purinton	—
<i>Lyla</i>	4,417	G. V. Williams	—

* Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION,
ATTENDANCE AND CUISINE, ELECTRIC
LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. *Shawmut* and *Tremont*
are fitted with very superior accommodation
for first and second class passengers. The
large size of these vessels ensures steadiness
at sea. Electric fan in each room.

Barber's shop and steam-laundry. Cargo
carried in cold storage.

For further information, apply to
DODWELL & CO., LIMITED,
General Agents.

Queen's Buildings,
Hongkong, 4th October, 1906.REGULAR STEAMSHIP SERVICE
TO NEW YORK,
VIA PORTS AND SUEZ CANAL.
(With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG:

Steamship About
"SHIMOSA" 2nd November.
"GHIAZEE" 24th November.
For Freight and further information, apply
to DODWELL & CO., LIMITED,
Agents.

Hongkong, 12th October, 1906.

AN APPEAL.

THE SUPERIORESS OF THE ITALIAN
CONVENT, CAINE ROAD, begs most
respectfully to APPEAL to the Residents of
Hongkong and the Coast Ports, for their kind
patronage and support, and desires to state that
she will be pleased to receive orders for all kinds of
NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs
and Collars renewed on old ones.

Ladies and Children's Under-clothing, Children's
Dresses, and all kinds of Embroidery.
Materials can be supplied, if required.

The Superioress will also be most grateful
for any PAPER, or old ENVELOPES to be made into
Books for the Children of the Poor Schools,
who are taught by the Sisters.

Hongkong, 22nd April, 1897.

Intimations.

CUTLER, PALMER & CO.

WINE & SPIRIT MERCHANTS,

LONDON, INDIA, CHINA, JAPAN AND AUSTRALIA.

ESTABLISHED 1815.

BRANDY * * *

WHISKY, PALL MALL

JOHN WALKER & SONS' OLD HIGHLAND

C. P. & CO.'S SPECIAL BLEND

PORT WINE, INVALIDS

DOURO

SHERRY, AMOROSO

LA TORRE

BENEDICTINE, D.O.M.

THE ABOVE EXCLUSIVELY SHIPPED TO

SIEMSEN & CO.,

HONGKONG AGENTS.

Hongkong, 15th November, 1905.

ACHEE & CO.

ESTABLISHED 1859.

FURNITURE,

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GENERAL HOUSEHOLD

REQUISITES.

&c., &c., &c.

EASTMAN'S

KODAKS, FILMS,

AND

ACCESSORIES.

Telephone 256.

AMATEUR WORK receives PROMPT and CAREFUL ATTENTION.

Hongkong, 6th May, 1907.

SHARE QUOTATIONS.

Supplied by Messrs. H. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	LAST DIVIDEND.	APPROXIMATE RETURN AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.							
Hongkong & Shanghai Banking Corporation	80,000	125	125	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$17.2472	{ £1.15/- @ Ex. 2/11 = \$16.47 for first half- year 1906	{ \$805 sales London £205.10
National Bank of China, Limited	99,915	7	6	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$74.099	\$2 (London 3/6) for 1903	\$47
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	250	50	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$211.540	\$20 for 1904	6 1/2 % \$320
North China Insurance Company, Limited	10,000	15	15	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 302,053	Interim div. of 7/6 @ ex 2/10 15/16 Tls. 2.62 on account 1905	6 % Tls. 87 1/2 sellers
Union Insurance Society of Canton, Limited	10,000	250	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$274.271	Interim div. of \$30 for 1905	4 1/2 % \$775 sellers
Yangtze Insurance Association, Limited	8,000	100	50	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$508.334	\$11 and \$3 special dividend for 1904	8 1/2 % \$175 sellers
FIRE INSURANCES.							
China Fire Insurance Company, Limited	20,000	100	50	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$344.058	\$6 for 1904	6 1/2 % \$95
Hongkong Fire Insurance Company, Limited	8,000	250	50	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$422.618	\$25 for 1904	7 1/2 % \$327 1/2 buyers
SHIPPING.							
China and Manila Steamship Company, Limited	30,000	25	25	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$6.563	\$1 1/2 for 1905	6 1/2 % \$23
Douglas Steamship Company, Limited	20,000	50	50	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Nil.	\$2 1/2 for year ended 30.6.1906	6 % \$42 1/2
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	15	15	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$5464	\$1 for 1st half-year 1906	7 1/2 % \$26 buyers
Indo-China Steam Navigation Company, Limited	10,000	10	10	£1,000,000 \$10,350,000 £250,000 \$2,500,000	£24.12	10/- @ ex. 2/11 9/16 = \$1.69	6 1/2 % \$73
Shanghai Tag and Lighter Company, Limited	200,000	7 1/2	50	£1,000,000 \$10,350,000 £250,000 \$2,500,000	£23.136	Interim div. of Tls. 2 1/2 @ ex 2/11 1906	9 % Tls. 55 buyers
"Shell" Transport and Trading Company, Limited	100,000	1	1	£1,000,000 \$10,350,000 £250,000 \$2,500,000	£107.815	Interim div. of Tls. 2 1/2 @ ex 2/11 1906	6 1/2 % Tls. 108 buyers
"Star" Ferry Company, Limited	10,000	10	10	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$218	{ \$1.50 } for year ending 30.4.1906 { \$0.75 }	{ 5 1/2 % } { 3 1/2 % } \$20
Taku Tug and Lighter Company, Limited	10,000	7 1/2	50	£1,000,000 \$10,350,000 £250,000 \$2,500,000	£13.913	Interim div. of Tls. 2 account 1906	8 % T. T. 50 buyers
REFINERIES.							
China Sugar Refining Company, Limited	20,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$40.914	Final of \$15 making \$25 for 1905	6 1/2 % \$152
Luzon Sugar Refining Company, Limited	7,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$132.588	\$3 for 1897	\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 3,723	Tls. 2 1/2 for year ending 30.9.04	Tls. 84 sellers
MINING.							
Chinese Engineering and Mining Company, Ltd.	1,000,000	1	1	£1,000,000 \$10,350,000 £250,000 \$2,500,000	£13.355	{ 1/- (No. 6) interim div. for 12 months } { ending 28.2.06 }	7 1/2 % Tls. 9 1/2 buyers
Central Consolidated Mining Company, Limited	100,000	1	1	£1,000,000 \$10,350,000 £250,000 \$2,500,000	G \$90,050	Final of 50 cents making G \$7 for 1905	7 % G \$14
Laub Australian Gold Mining Company, Limited	50,000	1	1	£1,000,000 \$10,350,000 £250,000 \$2,500,000	£4.873	No. 12 of 1/- = 48 cents	30 1/2
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	25	25	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$70.010	\$2 for 1905	1 1/2 % \$22
Hongkong & Kowloon Wharf and Godown Co., Ltd.	40,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$20.040	\$2 1/2 for a/c 1906	6 1/2 % \$94
Hong Kong and Whampoa Dock Company, Ltd.	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$392.087	\$6 for first half-year ending 30.6.06	8 % \$153
New Amoy Dock Company, Limited	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$2.221	\$1 for 1905	5 1/2 % \$17 1/2
Shanghai Dock and Engineering Co., Ltd.	15,700	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 3,997	Final of Tls. 4 making Tls. 8 for 1905/6	7 1/2 % Tls. 106 buyers
Hong Kong and Whampoa Dock Company, Limited	32,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 57.665	Interim div. of Tls. 8 for account 1906	5 1/2 % Tls. 37 1/2 sellers
Yangtze Wharf and Godown Company, Limited	2,500	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 5.668	Tls. 18 for 1905	8 1/2 % Tls. 220 buyers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	none	First year	Tls. 102
Hotel House Hotel Company, Limited (Shanghai)	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$30.000	\$3 for year ended 30.6.1906	10 1/2 % \$188 sellers
Central Stores, Limited	24,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	none	{ \$2.40 on \$12 for 1905 } { 7 % on \$7 1/2 for 1905 }	13 1/2 % \$158 buyers
Do. (Founders)	123	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$648.075	None	\$300 buyers
Hongkong Hotel Company, Limited	12,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$210.075	\$5 for first half-year for 1906	8 1/2 % \$115
Hongkong Land Investment and Agency Co., Ltd.	50,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$250.000	Interim div. of \$30 account 1906	6 1/2 % \$108 sellers
Hotel des Colonies Company, Limited	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 20,773	Final of 6 % = 10 % for 1905	10 1/2 % Tls. 15 buyers
Hotel Metropole Company, Limited	7,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	none	Final of \$6 making \$10	11 % \$90 sellers
Humphreys Estate & Finance Company, Limited	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$108.376	80 cents for 1905	7 % \$114 buyers
Kowloon Land and Building Company, Limited	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$501.000	\$2 1/2 for 1905	6 1/2 % \$39
Shanghai Land Investment Company, Limited	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 869.073	Tls. 3 for half-year 1906	5 1/2 % Tls. 95 b. n.m.f.
West Point Building Company, Limited	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	none	Interim div. of \$2 account 1906	8 % \$50
COTTON MILLS.							
Fwo Cotton Spinning and Weaving Company, Ltd.	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 45,939	Tls. 8 for year ended 31.10.1905	10 1/2 % Tls. 75 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	15,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$110.000	\$1 1/2 for the year ending 31.7.06	9 1/2 % \$13
International Cotton Manufacturing Company, Ltd.	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 100.000	3 % a/c 1898	...
Laou-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 30,760	Tls. 8 for 1905	9 1/2 % Tls. 83 buyers
Soy Chee Cotton Spinning Company, Limited	2,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 18,456	Tls. 25 for 1905	7 1/2 % Tls. 325 buyers
MISCELLANEOUS.							
Anglo-German Brewery Company, Limited	4,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	none	\$7 for 1905	7 1/2 % 187 1/2
Bell's Asbestos Eastern Agency, Limited	8,604	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	£814	13 per share for 1905	8 1/2 % \$7
Campbell, Moore & Co., Limited	1,200	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$9.000	\$3 for 1905	9 1/2 % \$32
China-Borneo Company, Limited	60,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	none	\$1 for 1904	10 1/2 % \$10
China Flour Mill Co., Limited	4,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	Tls. 50,000	Final of Tls. 5 making Tls. 10 for 1905	13 1/2 % Tls. 65 sellers
China Light and Power Company, Limited	10,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	none	60 cents for year ended 28.2.06	6 1/2 % \$10
China Provident Loan & Mortgage Company, Ltd.	100,000	100	100	£1,000,000 \$10,350,000 £250,000 \$2,500,000	\$8.000	80 cents for 1905	8 1/2 % \$9